

## REMARKS

Claims 1-10 have been rejected under 35 U.S.C. §112, second paragraph. The claims have been amended to obviate the Examiner's rejection.

Claims 1-8 have been rejected under 35 U.S.C. §102(b) as being anticipated by Williams et al., U.S. Patent No. 4,109,925.

The Examiner's rejection is respectfully traversed.

As now amended, the claims are directed to a truck for a skateboard comprising a base structure for attachment to the skateboard deck. A yoke assembly having a spaced-apart portions flexibly located by the base structure by upper and lower support structures and a king pin assembly including a king pin for clamping the base structure and the Yoke assembly together. With a pair of skateboard wheels carried by the truck, the arrangement is such that the rotational axis of the wheels is disposed substantially at right angles to the longitudinal axis of the king pin. Wherein the rotational axis of the wheels is disposed any steering head angle between 45° and 20° to the vertical when the skateboard is at rest on the ground and remains spaced from and substantially parallel to the plane containing the radial arch of the wheel axis as it rotates about the steering head angle. The plane is substantially perpendicular to the steering head angle.

The amended claim illustrates that the yoke 17 of the present invention is supported by upper and lower support structures 3 and 21 respectively. This arrangement is important as it ensures that the yoke 17 only ever rotates about the steering head axis 31. On the other hand, the Williams et al.'925 arrangement steers in a most undesirable manner because it only has a single pivot pin 36, as shown in Figure 3, so that the axle 32 can move in directions other than those desired by the user.

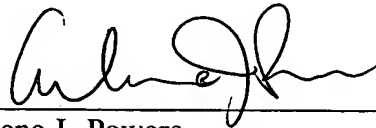
Prior art skateboards such as Williams '925 have had to incorporate rather thick brackets in order to support the king pin because king pins were breaking on a regular basis. Whereas, in the applicant's design, the king pin 7 is supported within the base plate 20, such that there is no need to support the king pin by a stiffening bracket equivalent to that of Williams et al.'925 bracket 85. Thus, the applicant's design provides stability for the yoke 17 by support in upper (3) and lower (21) regions, whereas the Williams et al.'925 design is provided with only a single pivot support, at 36. Therefore, the Applicant's invention is not anticipated by Williams et al.'925.

The Examiner has indicated that claims 9-10 would be allowable if rewritten to overcome the 35 U.S.C. §112, second paragraph and to include all the limitations of the base claim and any intervening claims. The Applicant thanks the Examiner for allowance of these claims, however, the Applicant now believes that claim 1 as now amended should be patentable over the prior art of record.

In view of the foregoing, it is believed that the amended claims and the claims dependent there from are in proper form. The Applicants respectfully contend that William et al.'925 does not anticipate the claimed invention under the provisions of 35 U.S.C. § 102(b). Thus, claims 1-10 are considered to be patently distinguishable over the prior art of record.

The application is now considered to be in condition for allowance, and an early indication of same is earnestly solicited.

Respectfully submitted,



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